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INFORMATION REPORT

CD NO. 25X1A

COUNTRY China

DATE DISTR. 4 JAN 52

SUBJECT Shipping Companies Which Purchase Fuel from
 Caltex

NO. OF PAGES 3

PLACE 25X1A

NO. OF ENCLS.
 (LISTED BELOW)

ACQUIRED

DATE OF 25X1C

INFO

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SUPPLEMENT TO
 REPORT NO.

1. The following companies, which, for the most part, are run from Shanghai, purchase fuel for their ships from Caltex in Hong Kong:¹

Far East Enterprising Company:² ships ORIENTAL and TOMSK.

H.K. Kong Steamship Company: ships MINA, ROMANTICO, GERMA, and VIM.

Kim Cheng Steamship Company: ships FLYING DRAGON and SOFIA.

Trinity Development Company:³ ships NOWROOZ and ALPHA ORANGE.

Lee Brothers and Company: ships AKRON LILY, AN PING, and CHIA YI.

Holly (Ho Li, 何利) Steamship Company, 140 Connaught Road, Central, Hong Kong: ships NIGELOCK, FOOK WA, and MALDOVA.

Metropolitan Commercial Company:⁴ ships EASTERN VENTURE, EASTERN PRIDE, and SAN FERNANDO.

Yung Hsing (榮興) Steamship Company:⁵ ships OSTBAY, PACIFIC STAR, and FORTUNE STAR.

Ta Ch'eng (大成) Industrial Company:⁶ ships EBONOL, which was sunk, and EASTERN TRADE.

E. Hsiang Steamship Company: ship WEI MING.

Southwest Industrial Company:⁷ ships INCHAY and VALVE.

2. The Far East Enterprising Company is Chinese Communist owned. The manager is from North China and the assistant manager from Shanghai. The company has three ocean-going vessels which call at European ports, carrying only Far East Enterprising Company cargo. The company also acts as agents for Soviet ships in Hong Kong.

CLASSIFICATION SECRET

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3. The Trinity Development Company, which has special connections with the Chinese Communists and the Soviets, is the only company which can send ships to Dairen.
4. The Holly Steamship Company was owned by Roy PONG (P'ENG Shu-lin, 彭樹麟) and Raymond WONG (HUANG Tao, 黃桃) and operated ships between Hong Kong and Swatow. PONG, who was connected with the China Petroleum Corporation, made purchases for that corporation from Caltex and as a result received preferential treatment from Caltex. Therefore, Holly's ships, which were running the blockade, were able to sell the excess fuel they carried to the Chinese Communists. The company went out of business after several of its ships were detained by the Nationalists. PONG joined the China Vegetable Oil Company and went to Brazil, since that company has a plant near Rio de Janeiro. PONG's family and his partner Raymond WONG are planning to go to Brazil. PONG is also attempting to get into the United States.
5. The Ta Ch'eng Industrial Company, managed by FEI I-min (費毅民), is owned and operated by the Ta Kung Pao.

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1. Comment. The following information is available on the vessels mentioned:

AKRON LILY, Chinese Nationalist registry, plying between Hong Kong and Taiwan.

ALPHA ORANGE, ex-CLUMBERHALL, In February 1951 it was reported that the ship was to be sold in Japan, but in June 1951 she was expected to pick up a pilot in Hong Kong to proceed to Whampoa. At that time the agents were the Far East Enterprising Company.

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EASTERN PRIDE, ex-NORBERG.

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the vessel was sold to the Asahi Steamship Company, Kobe, in February 1951.

EASTERN TRADE, possibly the EASTERN TRADER, 2353 gross tonnage, whose Hong Kong agents have been reported to be the Dah Chen Industrial Company. In September 1951 she was running between Hong Kong and Shanghai.

EASTERN VENTURE, ex-LAKE FRUGALITY,

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EBONOL, 596 tons, British registry, sank in May 1950.

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FLYING DRAGON, 1279 gross tonnage, According to another American agency, her name has been changed to SAN BLAS.

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FORTUNE STAR, 7,300 tons,

GERMA, 5,282 gross tonnage, Norwegian registry, in February 1951 she arrived in Hong Kong from Korea.

INCHMAY, British registry. In January 1951 she left Hong Kong for Singapore.

MAIDOVA, ex-IRIS, 848 tons, under Panamanian registry since August 1950, owners Universal Steamship Company, Panama and Shanghai.

MINA, ex-TAI YUN, 2,241 tons, under Panamanian registry since December 1949.

NICELOCK, British registry. In July 1951 she was under bareboat charter to a Chinese Communist firm, and flew the Chinese Communist flag while in Saigon.

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NOTROOZ, Panamanian registry, was in Dairen in November 1949.

ORIENTAL, ex-DAH CHUNG, was reported by Lloyds as sold to a North China Firm in February 1951. [REDACTED] 25X1A

OSTBAY, ex-MING HSIUNG, 1,804 gross tonnage, Panamanian registry.

ROMANTICO, ex-NEW SHANGHAI, 1,221 tons, Panamanian registry since October 1949, owned, according to Lloyds, by Wallen and Company, with Far Eastern and Panama Transport Company as operators. [REDACTED] 25X1A
[REDACTED] 25X1A

SAN FERNANDO, [REDACTED]. 25X1A

SOPIA, ex-CHIAO TUNG, 881 gross tonnage. [REDACTED] 25X1A

VALVE, 643 tons, Panamanian registry, reportedly sunk in the Yangtze in June 1950.

VIM, ex-PING AN, 1,132 gross tonnage, Panamanian registry. In August 1951 she left Hong Kong for Samarinda, Borneo.

[REDACTED]
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